



Chapter 932

# Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

February 2012

## Picture of the Month



*A reminder of summer... because we really need one! A PA12 at Manzanita Lake in the Misty Fjords National Monument Wilderness, Alaska. Photo by Nancy Johnson.*

## Alaskan Adventure

**Excerpts from a Blog by Nancy and Dan Johnson, edited by Beth Rehm**

One day in May 2011 Dan and Nancy loaded up their car with everything they thought they would need for the next five months and embarked on a five-day, scenic road trip to the beautiful eastern shores of southern Alaska.

Based in Ketchikan, which is on Revillagigedo Island midway between Seattle and Anchorage, they spent the summer working and exploring the area on their days off. Nancy took the most amazing photographs and chronicled their adventures in an online blog.

Dan worked for Taquan Air flying some charter flights but mostly

air tours in a DH Beaver. Nancy got a job with Experience Alaska Tours which arranges crabbing and dining tours to the George Inlet Lodge where the tourists get to enjoy (you guessed it) all you can eat crab feasts!

Nancy's job was to meet tourists off the cruise ships, take their tickets and direct them to the correct tour buses. Occasionally she got the opportunity to join the the tourists on their excursions by boat and by plane and to partake in the crab eating as well!

A few times she was even lucky enough to fly with Dan, when he had a spare seat, and of course she got to sit in the co-pilot seat. Nancy said "it helps to know the pilot!" Seriously, he

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## Editor's Note

January was generally a mild month with temperatures bouncing between the forties and single digits and a lot less snow than we usually see in the first month of the year. Bad for skiers of course, but it meant we had a lot of good flying days and I hope all of you pilots and student pilots out there were able to take advantage of the fine weather.

I only managed to fly one time so far this year, logging a mere 0.9 hours of landing practice at Dupage in the Piper Archer I rent from Travel Express Aviation. Not much towards my 40 hour goal for the year!

My hopes of flying to Oshkosh for the EAA SportAir Gas Welding Workshop were thwarted by non-weather-related issues.

The workshop was scheduled to finish around 3 in the afternoon on Sunday. I guessed that at best I would be taking off around 4:15. My dilemma was that I haven't flown in the dark since my training 15 years ago and it gets dark around 5 at this time of year. I wasn't comfortable attempting a night cross country by myself and I didn't want to pay for an extra night in the hotel and fly back in the morning. And so I opted to drive instead.

As it turned out it would have been much later since it snowed Friday and Saturday and I would have had to clean that off the airplane before I could go.

Such is life. One more aviation disappointment for a low-time, inexperienced pilot.

**Beth Rehm, Editor**

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couldn't make her sit in the back could he?

There was one time when Nancy got to ride along on a tour to Nooya Lake. "At this time of the year it is one of the best places to land. We had a very nice landing - very smooth. The other passengers seemed to enjoy it as well. Whenever we land at the Misty's, [Misty Fjords National Monument tour] the pilot always asks if everyone wants to get out onto the floats. Almost everyone does. Only two of our passengers were game for it, plus Dan and me. I don't know how deep the water is in the Amphitheater, but I know that in Rudyard Bay it can be up to 1,000 feet deep. I would imagine that it is pretty darn deep here as well. It was very quiet there. And it smelled good too, all the damp spruce and cedar trees. The water was a light green-aqua in color. And, with no wind, it was very peaceful. But, after what seemed like too short of time, our pilot said we had to get back into the plane and be on our way."



*Dan flying the DH Beaver in Alaska. Photo by Nancy Johnson.*

It's not an easy job flying in the most northern state in the U.S. Here's a quote from Dan on the climate challenges he experienced in Alaska.

"The weather is always the issue here in Ketchikan. A few days ago we had normal Ketchikan weather, ragged 500 foot ceiling and 3-4 miles visibility and light rain. It was too low to fly the usual route over land to get to the Misty's so we had to stay over



*Nooya Lake, one of Dan and Nancy's favorite lakes. Photograph taken by Nancy Johnson out of the window of the DH Beaver.*

water all the way and go around Point Alva to the Behm Canal, then up to Rudyard Bay. This added about 10 minutes to the flight. Even with the low ceilings it was a beautiful trip. We were limited to where we could go in the Misty's but the tour was great. Sometimes when the weather is low it is even more spectacular with the clouds hanging on the sides of the mountains."

Weather wasn't the only challenge Dan faced in Alaska as he explained in his blog post on June 9.

"On my first trip to "George" I departed west and made a 180 degree turn to fly out the west channel. I cleared the Class E airspace at the east end of Pennock Island then turned left to Mountain Point. The tour continued past Mahoney Lake and waterfalls to the end of the inlet where I turned around and headed back toward the lodge.

I was finishing the tour, passing the lodge on my down wind leg, when I saw a pod of Orca whales. They were following the coast on the opposite shore from the lodge, heading north. I turned base leg and saw another pod on the opposite shoreline heading toward the lodge.

There were at least 12 whales in all. It was exciting watching them swimming powerfully and breaching every few seconds for a breath of air as their fins cut through the surface of the water.

I continued on final, reducing power to land. Just then a whale breached right in front of me! I powered up and went around. There were two airplanes following me so I got on the radio and warned them. They aborted their landings and we circled trying to figure out where and how we could land without hitting a whale.

I can see the accident report now, "Beaver collided with whale while landing." It looked like the center of the channel was clear so I set up my approach and made an uneventful landing. It was a long slow taxi to the dock while the whales continued to amaze us with their presence."

Whales weren't the only wildlife Dan and Nancy encountered in Alaska. On a rare day off together, they joined a tour to the George Inlet Lodge.

"On our way back to town we got

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another treat. At Herring Cove we saw a Bald eagle sitting on top of an old utility pole. We pulled to the side of the road very quietly so as to not spook him. I rolled down my window, zoomed in on my camera and just snapped away. At one point he looked down at me as if to say "Did you get enough pictures?"

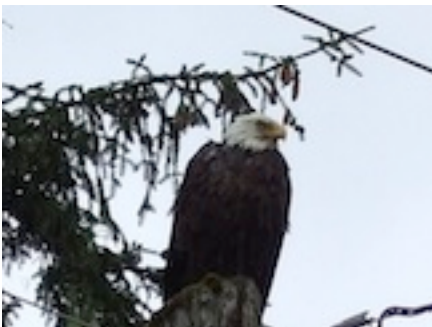
Then, just around the corner we discovered that there were bears at the Zip Line and Nature Sanctuary. We parked the car, got out and stood along side some other people. I felt safe enough because I knew I could out-run some of those ladies.

There was one male bear, one female with one cub, and another female with two cubs! The place also has a salmon hatchery and I think the bears think this is a great grocery store.

Mama and her two cubs were trying to get in to catch some fish. All of a sudden we heard the other baby start crying and calling out. We couldn't see what was happening, but we figured the baby must have fallen in somewhere and was calling mama to come get him out. Well, she got her youngster out safe and they then just walked past us and back into the woods."

On another day off Dan and Nancy decided to take advantage of the warm temperatures and clear skies and they borrowed a PA12 on floats for a sightseeing trip to Manzanita Lake.

Nancy wrote, "The day was sunny, not a cloud in the sky, warm,



*The serene beauty of Manzanita Lake. Picture by Nancy Johnson.*

78 degrees for a high that day, and the wind was still relatively low, but due to build throughout the day. We loaded up the plane, launched it down the ramp, hopped in and got ready for take off. Once airborne, we headed out toward Ward Cove. We were going to fly up over Brown Mountain and look for mountain goats. Dan said we had to climb to about 4,000 feet to get over the mountain to see the goats.

Manzanita is a long and beautiful lake with grass land on the north end. We came around for our approach and landing. We landed and taxied toward shore. Dan opened the door as we slid onto the lake bottom at the shoreline and came to a stop. Good thing I wore my pink boots as we had to step out into ankle deep, clear, clean water.

I experienced the same feelings that I did the first time Dan and I landed in Nooya Lake in the heart of the Mistys. It was absolutely quiet, absolutely serene, absolutely breathtaking and awe-inspiring! I just had to take a moment to take it all in. The majestic beauty just leaves a lump in your throat."

They liked Manzanita Lake so

much they went back there several times and even stayed overnight in the cabin on one visit. In the middle of nowhere there was no electricity and no plumbing which provided a whole other kind of adventure for them!



*Ah, the joys of outdoor living!*

*Photo by Nancy Johnson.*

There are so many things to do in the back country of Alaska and Dan and Nancy seem to have done it all in their five-month stay.

From sightseeing tours by air over mountains, glaciers and lakes, to

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# Young Eagle Becomes Eagle Scout

By Captain Arnie Quast

Over the past 11 years Boy Scout Troop 35 from Barrington have enjoyed coming out to Galt Airport to camp out, work on their Aviation Merit Badges and partake in Young Eagles flights. In more recent years a young man by the name of Jack Foersterling along with his father (Jim) and two brothers, Thomas and Patrick, have been among the folks from Troop 35 to make the regular pilgrimage to Galt.

Many of us here at Galt have become familiar with Jack and his family. I had the honor of taking Jack on a few Young Eagles flights, and realized immediately that Jack was one of those young folks that really loves flying.

This is the very reason why the Young Eagles program was conceived. As we all know, the program exposes young people to aviation, and gives them a chance to connect with airports, airplanes and pilots. Three years ago Jack was the recipient of one of our EAA 932 Aviation Camp Scholarships.

As time went by I became good friends with Jack. He stayed in touch with me, and I have had the honor to be a mentor to him.

A few weeks ago, Jack contacted me and to let me know that he had completed all of the requirements for his Eagle Scout Award. He went on to ask me if I would be his Eagle Scout Speaker and Presenter of his Eagle Scout Award at his Court of Honor on January 8<sup>th</sup>.

I felt really honored that he asked me to do this in that I have never done it before, and it made me reflect on my Eagle Scout Award that I received back in 1985.

For those of you unfamiliar with the Boy Scouts of America, the rank of



*Arnie with Young Eagle/Eagle Scout, Jack Foersterling at his Eagle Scout Court of Honor.*

Eagle Scout is the highest rank anyone can achieve in the Boy Scout program. Only two percent of all boys in scouting actually achieve this rank. One of the requirements along the Eagle Scout trail is to accomplish a leadership project that benefits the community.

Jack chose to complete his project right here at Galt Airport by organizing an aviation awareness day for the Boys and Girls Clubs of Dundee and Lake County. This project took place in conjunction with the International Learn to Fly Day back in May, 2011.

Many young people from the Boys and Girls Club came out to learn about our airport, airplanes, aircraft maintenance, and to actually go flying.

Most of these people had never had this kind of experience, let alone the chance to go flying. The project was very impacting to these young folks. Despite some intermittent rain showers, the project went really well.

Jack had his Court of Honor on January 8, 2012 at the Presbyterian Church of Barrington which is where Troop 35 is chartered. The ceremony

was held in the church sanctuary, and was very moving. Several people attended including my family and EAA 932 Vice President Beth Rehm. After I presented Jack with his Eagle Scout Award, he presented me with the Eagle Scout Mentoring pin.

Toward the end of the ceremony Jack also acknowledged everyone that helped him along his path to becoming an Eagle Scout.

He honorably recognized EAA 932 and all of the people at Galt Airport for being contributors to the success of his project.

Jack is currently about half way through his senior year at Barrington High School. He has a grade point average of 4.0 and hopes to enter college next year to study journalism and creative writing. Eventually Jack hopes to work on his pilot license, and integrate aviation into his career.

He truly is a great young individual who comes from a wonderful family.

*Arnie Quast is a Captain on the Airbus A320 for United Airlines, a member of EAA Chapter 932 and a frequent volunteer with the Young Eagles program.*



# Torque Motor Meltdown

By Captain Eric Rehm

In last month's issue of GTI I wrote about an airplane I flew with a cracked cylinder. I guess you could call that a partial engine failure? Well, that reminded me of the time that I had a *total* engine failure. Fortunately for me, the aviation gods were smiling on me that day and when it happened, it happened on the ground. It is still a pretty interesting tale though, at least I think so.

This situation happened back in the summer of 1997 when I was a First Officer on the Saab 340 for my first airline (Business Express Aviation).

My Captain, Paul Firehammer and I had just flown from New York's LaGuardia Airport (LGA) where I was based, to Manchester New Hampshire (MHT) on our umpteenth leg of the day with only one more to go (MHT-LGA) before being done for the week.

I was having fun on this trip in part because I enjoyed flying with Paul. He was, and still is both a great pilot and a great captain (yes you can be one and not the other) and generally fun to be around. His only flaw as I could see it was that he was a Green Bay Packers fan, a malady he is sadly still stuck with to this day. Ah well, we can't all be perfect.

Anyway, we had taxied to our ramp area and shut down the number one (left) engine and left the number two engine running at ground idle with the propeller feathered. The FAA allowed us to do this in our

operation specifications which facilitated the quick unloading and reloading of passengers and cargo. This is called in airline parlance, a single engine turn.

Under the watchful eyes of ground personnel (you never know when a passenger might try to walk into a turning propeller blade on the other side of the aircraft) the passengers deplaned via air stairs from the left of the aircraft and then

signs of distress.

The next step prior to taxi was to get the engines out of ground idle and sped up to flight idle. This was done by moving a "condition lever" from ground idle to the Min-Max range. When this is accomplished, the engine is supposed to be slowly fed ever increasing amounts of fuel until it gets to a higher and stabilized RPM.

This has a specific sound in the Saab that started out with a kind of

slow and low pitched growl that quickly turned into a loud roar as the propellers and engine spin up to speed.

Paul brought the number two engine condition lever up first and instead of hearing the low growl we were accustomed to, we heard a ear piercing, high pitched scream. We were both watching the engine gauges and I saw the ITT (inter-stage turbine temperature)

shoot up in a matter of seconds to 1200 or so degrees. The maximum for our GE CT7 turbine engine was 960 degrees.

Yikes, we had just torched our engine!

Paul immediately brought the condition lever back to the idle cut off gate and shut the engine down. We both looked at each other wide eyed wondering what the heck had just happened.

Knowing our trusty Saab had just turned into a penguin (has wings, can't fly) we regretfully informed our passengers that they would have to



*A Business Express Saab 340 at LaGuardia Airport in New York.*

walked into the terminal. In addition to this efficiency, with one engine still running it allowed the aircraft to remain under its own electrical power as well as to keep the air conditioning going.

In less than twenty minutes our ground crew had unloaded all our passengers and cargo and reloaded us with new customers wanting to go to the Big Apple. They closed up all the hatches, pulled the chocks and waited to marshall us out of our parking spot.

Paul started the number one engine and we did our 'After Start' checklist. I might add that up to this point neither engine had shown any

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# Backed Into a Corner

By Larry Schubert

I don't know about the rest of you, but whenever I get my *Flying* magazine or *AOPA Pilot* magazine, the first thing I turn to is the "I learned about flying from that" or "Never again" features.

I don't think it's purely morbid fascination, or a desire to feel smarter than the guys that get themselves into trouble. It's more that I relate to what they went through, because if we were all honest with ourselves, we've all been there at least once. As for myself, more than once for sure.

Luckily, at least so far, I have not done the same stupid thing twice. I've just done a variety of unique stupid things, one at a time.

One left a lasting impression. It was back when I probably had around 200 hours total time. That's kind of a danger zone, because you start getting pretty confident and feel like an old salt who has now seen it all.

I started using the plane for some business trips, and was making the VFR trip up to a client north of Minneapolis fairly regularly.

On this particular trip, I got up there just fine, stayed the night, and launched back the following morning. A careful check of the weather showed pretty decent conditions.

But as I got part of the way home, the view ahead did not look so good. Clouds were closing off my route, and it did not look like I could sneak under them. This was not supposed to happen. I let them get somewhat closer, and then made the wise decision (remember, I was now highly experienced) to do a 180, and head back a ways, intending to find a nice place to land and consider my options.

Imagine my surprise when I completed that turn, and saw the very same conditions. Wait a minute. The weather is not supposed to turn bad both in front of you and behind you at the same time. And, to make matters worse, it was deteriorating where I was at. Now I was getting nervous.

The nearest airport was Winona, MN. West of me. Somewhere. I don't think I even had my first GPS at that point. But checking my chart, I saw a VOR near there, and at least was smart enough to tune it in, center the needle, and fly that way.

All the while the clouds were building above, below and around me. There went the loss of my "gee, flying is such fun" innocence. I was in a pickle, and my only option was to find, and land at, that airport.

By the time I got near the Mississippi, I guess fate had toyed with me enough, for I saw the river below me, and knew the airport was right on it. Through the deteriorating visibility, I saw it. Most beautiful sight I've ever seen. I don't think I flew a pattern. I just announced my position and headed straight for the threshold.

Once parked, and after a few deep breaths, I looked out to see that the weather had fallen even more. I was held in God's hands, guided through a hole, and then given some quality time to think about it.

3 days in fact.

That's how long I was stuck there. At least I got a ride to a relatively decent hotel. There was some kind of convention going on there, and it was 100% women. But I digress.

I finally got my weather window, and beat a hasty retreat to good old 10C. Which, as it turned out, had a nice surprise for me.

There had been an ice storm.

The runway was totally iced. Not even some snow to give you a little traction. Ice, one end to the other. Fortunately, it was not windy.

I remembered my instructor sharing her wisdom about this...DO NOT TOUCH THE BRAKES. So, I touched down as slow as I dared and just let it roll to the end of 27. Whew, home looked pretty darn nice at that point.

I learned many lessons from this little adventure. Among the most memorable are:

- Cockiness can kill you. You are probably not as smart/skilled/experienced/wise as you may think you are. Humility and caution are good things.
- Weather can change...usually, for the worse.
- When things start to go sour, make alternative plans early. Waiting can box you into a corner.
- There is absolutely no place that you absolutely, positively gotta be.
- If you want to use an airplane as a real traveling tool, get an instrument rating. Had I been so equipped at that point, this would have been a non-event. I began my instrument training the next week.
- If you guys reading this have to be trapped in a strange city, at least find a hotel with an all-girl convention.... but that's another story.

*Larry Schubert is a 2,500+ hour private pilot, with an instrument rating. He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual.*

# WNHS Aviation Club News

By Dan Wallis, Woodstock North High School EAA Aviation Club Coordinator

## Build Them and Spring Will Come

Old man winter tried to put the kibosh on our meeting, but he wasn't successful. January 21st marked the beginning of the next project of the Aviation Club; building remote controlled airplanes.

This is the first time that the Aviation Club and the Civil Air Patrol have collaborated on a project and I believe that it will be beneficial to both organizations. We will be meeting every two weeks, on Saturday mornings, for several hours to work on the planes.

I want to thank all of the EAA members and airport tenants for supplying us with several models that we will be working on. I also want to thank Dean Marcott for lending his years of model expertise to lead us on this adventure.

In addition to the donated airplanes, Dean has purchased a Tailorcraft model that we will be working on. Not only will the building experience be new to some of us, but this will be a wonderful opportunity for the students to learn about aircraft design and aerodynamics. Despite being smaller than our general aviation aircraft, the basics are the same. We still have to worry about weight, center of gravity, wind, etc.

Once spring has sprung, students and their aircraft will visit the Chain O' Lakes Eagles AMA field off Pioneer Road near McHenry where they will learn to fly the models with a certified radio controlled model



*Recent RC model building activities with the Aviation Club at Galt.*

airplane instructor. If you are interested in building a model aircraft or would just like to be part of the project, feel free to send me an email at [aviationclub@eaa932.org](mailto:aviationclub@eaa932.org).

## WINGS Program Coming to 10C

The Federal Aviation Administration has been trying to reduce the number of aircraft related accidents for decades and has taken on several initiatives to do just that.

One such initiative is the WINGS Program from the FAA Safety Team (FAAST) whose mission is to improve the nation's aviation safety record by conveying safety principles and practices through training, outreach, and education.

Unfortunately, there have been several fatal accidents in Illinois lately and the apparent commonality between them is pilot error.

Flying VFR in IFR conditions, running out of fuel, taking off in thunderstorms are just a few of the poor decisions that can lead to untimely deaths.

As pilots, every time we leave the ground, we have the responsibility to ensure the safety of everyone and the decisions that we make can have grave consequences.

A little over a year ago, I became

a FAA Safety Representative and have spent hours reviewing accident information and data. Many people that I talk with or take flying, seem to worry about "What if the engine quits?" My response is always the same, "We will land, not crash, not fall out of the sky, we will land. Besides, engines rarely just quit."

General aviation accidents happen in large part because pilots make bad choices or mistakes handling their aircraft.

According to the NTSB Review of U.S. Civil Aviation Accidents 2007-2009, there were 4,654 accidents involving general aviation aircraft, 60% of those accidents occurred during personal flights.

One hundred and one of those accidents occurred in Illinois. While there has been a slight decline in overall accidents, the number of accidents that result in death, remains largely unchanged.

If we could eliminate bad decisions from the equation, that number would change drastically.

On Saturday, March 10th at 10:00am, Galt Airport and EAA Chapter 932 will be hosting a WINGS/FAASTeam safety seminar about aeronautical decision making. Sam Heiter, FAASTeam Program Manager, will be on hand to discuss the practicality and the importance of sound decision making.

We will also be evaluating several accidents which could have been avoided if the pilot had made better decisions.

Everyone is welcome to attend (you don't have to be an EAA member) and coffee and pastries will be served.

This program qualifies for FAA WINGS credit.



# Professional Opinions

## Learning All About Crosswind Takeoffs

By Master CFI, Thomas P. Turner,  
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FLYING LESSONS Weekly  
[www.mastery-flight-training.com](http://www.mastery-flight-training.com)

Crosswind landings are a common topic of safety programs and flight reviews. Pilots tend to spend less time, it seems, thinking about crosswind control during takeoff. This week's mishaps, however, include several versions of "loss of directional control on takeoff."

The danger in a crosswind landing comes at the end of the landing roll, when airspeed is lowest and control authority at its least. Taking off with a crosswind, the hazard is at the beginning of the process, when the

airplane is slowest...but pilots being goal-oriented, we tend to conceptualize the liftoff, not the beginning of the takeoff roll.

"Climb into the wind." That's the mnemonic for proper positioning of flight controls when taxiing into the wind — aft elevator and upwind aileron up. Your takeoff roll begins as an accelerating taxi into the wind, so it's reasonable (and correct) to position the controls accordingly.

As the airplane accelerates the

controls become more effective, so you'll gradually reduce aileron deflections on the roll. Optimally aileron will just reach neutral at the moment the airplane lifts off, so the aircraft is wings level in flight. That's when crab angle into the wind, not aileron, defines the airplane's path along the ground.

In gusty conditions use care to remain firmly on the ground until established at the normal liftoff

to a runway excursion.

Ice, snow or rain-contaminated runways make the job of runway alignment much more challenging. What works on dry pavement or grass may not do the job. Use extreme caution when deciding whether to combine a crosswind with a contaminated runway.

It's usually the pilot's expertise, not the airplane's design, that determines the maximum crosswind capability on any given day.

**Thomas P. Turner** is a Master CFI with an ATP, CFII and MEI ratings and a Masters Degree in Aviation Safety with over 3700 hours. He was the 2010 National FAA Safety Team Representative of the Year. His vast experience includes work as a corporate pilot, test pilot,

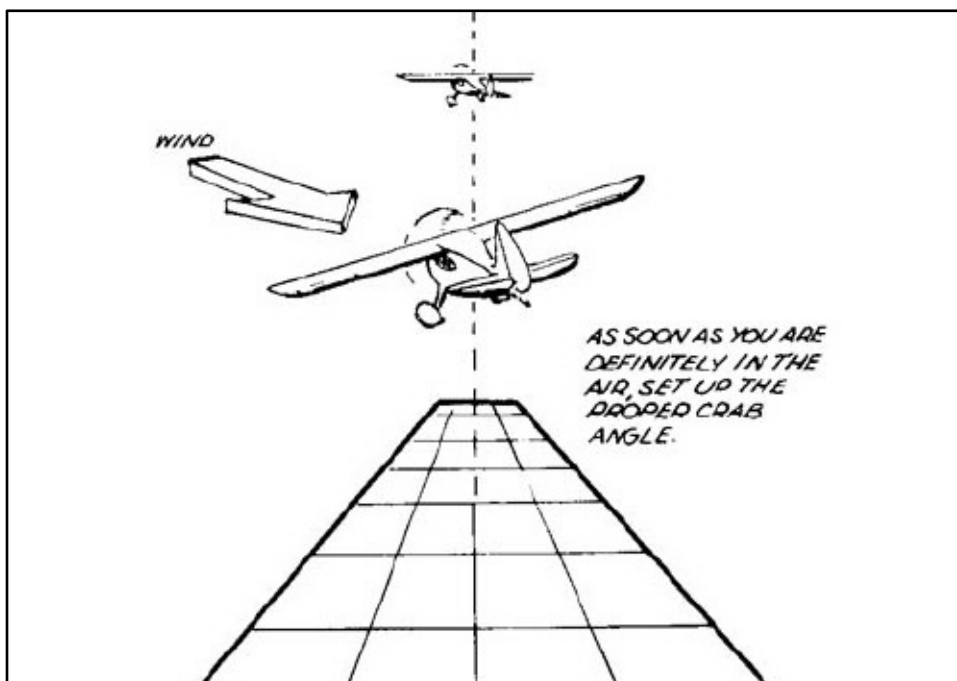


Image source; "Reach For The Sky," EAA's Learn to Fly Newsletter.

speed. If you position the controls to lift off when the airplane is ready to fly," as you might do for a smooth liftoff in calm conditions, it's possible a gust can cause the airplane to lift off momentarily at a speed where you don't yet have the control authority necessary to counter the crosswind. The airplane drifts off the side of the runway or drops hard to the pavement, possibly damaging the landing gear or setting the pilot up for a pilot-induced oscillation that leads

aviation insurance underwriter, Captain in the U.S.A.F, Lead Instructor for FlightSafetly International and course developer for Embry-Riddle Aeronautical University. He has published several books (available from Amazon.com and other book stores) and articles in over 30 periodicals.

To read more of his work, subscribe to the free FLYING LESSONS Weekly e-newsletter at [www.mastery-flight-training.com](http://www.mastery-flight-training.com).





A monthly report from Justin Cleland, Airport Manager, Galt Airport.

What an unbelievable run of luck we've had with weather so far this winter. To think that our snow plow vehicles only just saw their first action a few weeks ago is almost unimaginable.

Since it looks like the snow is going to finally start falling this year, please remember to keep an eye out while driving or taxiing around the airport. We do our best to see everything from the plow vehicles, but it can be difficult while maneuvering around buildings and parking lots.

Also, if there is anything we can do to make your life easier after a snowfall, please don't hesitate to ask. We try to keep the snow pushed back as far as possible for wing clearance, but the view from a plow truck is very different than one from a cockpit. If you would like to see something done differently, please let us know and we'll be happy to accommodate you however we can.

Finally, we have some JB Aviation sweatshirts and winter hats available for sale in the FBO. Support your airport in style! As always, if you have any specific requests for clothes, let us know and we'll be happy to get them ordered.

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boat tours and kayaking. They went mountain climbing, whale-watching, fishing and panning for gold. They even went karting and took a zip line canopy tour.

They enjoyed many new experiences together had a lot of fun and met many wonderful people who became real friends.

And while they were there this happy couple celebrated their 40th

## ANNOUNCEMENTS

### Flight School News

Congratulations to **Ed Pudlo** on passing his Private Pilot Practical Test! You may remember last month we reported that Ed had passed the oral exam but the flight portion was delayed due to bad weather.

Also we'd like to send lot's of congratulations to **Ariel Tweto** for completing her first solo! Good luck with the rest of your flight training Ariel.

### Skiles to Head EAA Chapters and Youth Programs

Rod Hightower, EAA President and CEO recently announced the appointment of Jeff Skiles to the position of Vice President of Chapters and Youth Education.

"Jeff is a passionate aviator who brings a wealth of experience and represents the very essence of what is possible and achievable in aviation" Hightower said in a communication to chapter leaders, January 16.

Skiles and Captain Chesley "Sully" Sullenberger, arguably two of aviation's most well-known pilots,



*Jeff Skiles, EAA VP Chapters and Youth Programs.*

have co-chaired the Young Eagles program since September 2009.

In addition to taking a very active role in promoting the Young Eagles program (he has personally flown 65 young eagles) Jeff has also become a frequent and popular contributor to Sport Aviation, EAA's monthly magazine. He now has his own regular column, Contrails.

The owner of a 1935 WACO YOC cabin bi-plane based at Brodhead, WI, Skiles is very active in general aviation has a keen interest in vintage aircraft.

You can find out more about Skiles on his website at <http://www.jeffskiles.com/> and you can read more about both the Young Eagles Chairmen at <http://www.youngeagles.org/chairmen/>.



*Nancy and Dan standing beside a Taquan Air DH Beaver in Alaska.*

wedding anniversary.

We couldn't even come close to covering everything they did in this newsletter article and I would have loved to include more pictures.

But if you want to read more about their adventures in Ketchikan and enjoy more of Nancy's truly breathtaking photographs of "the salmon capital of the world" you can visit their blog online at [campketchikan.blogspot.com](http://campketchikan.blogspot.com).



# Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

This month Brian wants to know which ocean you would cross if you are flying nonstop from Chicago to Shanghai.

If you think you know the answer, send your best guess to Brian at [Maintenance@galtairport.com](mailto:Maintenance@galtairport.com) (note the new email address) by February 25th. The winner will be randomly selected from all the correct answers received and will win a Galt winter hat.

**Answer to the January puzzle;**

Last month Brian wanted to know how well you know your aircraft manufacturers' logos. It turns out not very well because nobody sent Brian their answers for that puzzle. So that means there is no winner.

The answers were:

Left column going down:

Aviat Husky  
De Havilland  
Cessna  
Beechcraft

Middle column going down:

Mooney  
Bombardier  
Boeing  
Diamond

Right Column going down:

Luscombe  
Piper  
Cirrus  
Airbus

Even if you got them all wrong, you would have won the prize if you'd sent something to Brian!

**Continued from page 5.**

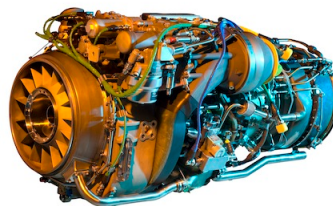
deplane and take another flight. Paul then called our Maintenance Operation Control and informed them of what had happened.

I wasn't privy to the conversation but I guess the mechanics wanted an independent assessment so they called out contract maintenance as we did not have company mechanics at MHT.

We waited around and eventually a mechanic drove over from the other side of the field. We told him which was the problem engine and he grabbed a ladder off his truck, set it up behind the tail pipe, climbed up and shone his flashlight into the exhaust pipe.

It took him less than two seconds to confirm our problem as he said, and I swear this is a direct quote, "Yep, them turbine blades is melted." Without another word he packed up his ladder and drove away.

I remember thinking at the time that that had to be the easiest \$100 anyone has ever made in the history of mankind. What a waste of money and my company was in bankruptcy



*An illustration of the GE CT7 turbo prop engine used in the Saab 340.*

at the time.

Since our plane wasn't going anywhere soon I left Paul to do all the paperwork and hopped on a United 757 that went direct MHT to ORD. I felt a little guilty leaving Paul all alone but being a First Officer has to have some perks right?

Paul and I caught up with each other the following week and he told me he had kept in touch with our mechanics who while replacing the engine had diagnosed the problem. It turned out the issue was with an engine accessory called a torque motor.

The torque motor is a mechanical device that meters fuel to the engine. For whatever reason ours had decided to malfunction that day and instead of metering fuel to the engine it gave as much fuel as it could all at once thus overwhelming the engine and torching it in the process.

We both shrugged it off and hopped into a Saab to fly that week's trip but I couldn't help but reflect a little about the vagaries of fate.

Who knows why the engine broke when it did but I was sure glad it had on the ground instead of in the air where it would have been a real handful. So thank you aviation gods for looking out for me that day and it's not the only time that they may have had a hand in saving me from an engine failure but that is a story for another issue....

*Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.*

# EAA Chapter 932 News

## President's Message

From Bruce Schottland, President,  
EAA Chapter 932

With the Holidays over, we are all now firmly entrenched in the winter doldrums.

For many of those around Galt Airport this is a time to get the annual inspection done or maybe just catch up on small maintenance items. I am hoping that Chapter 932 can do a little maintenance catch up too.

Right now we are trying to get the

chapter up to speed with some state and federal filings, as well as insurance issues. I also hope to do a little maintenance of the chapter by-laws and bring them up to date, as well.

Hopefully we can get the more mundane issues resolved now while the weather keeps most of us pinned down.

With these items resolved we can then work on more exciting things for the upcoming flying season (only 173 more days until Oshkosh!)

## Next EAA Chapter 932 Meeting

**Saturday 2/11/12**

The next Chapter 932 General meeting will be held in the FBO at Galt Airport on Saturday, February 11th at 10:00 a.m.

If you have a topic you would like to discuss during the meeting, please email your suggestion to Mike Evans at [secretary@eaa932.org](mailto:secretary@eaa932.org) and he will add it to the agenda.

The agenda will be emailed to all current chapter members before the meeting.

Following a short meeting, we were hoping to be treated to a presentation by Lauren Cooper about her experiences as an international ferry pilot. Unfortunately, she will be on reserve that day as a First Officer with SkyWest and we'll have to reschedule her presentation.

Plan B for the morning's entertainment will be announced at the meeting.

## Happy Birthday EAA!

By Beth Rehm, Editor

It was 59 years ago on January 26th 1953, when a small group of airplane builders and enthusiasts led by Paul Poberezny got together at Milwaukee's Curtiss Wright (now Timmerman) Field for the first official meeting of the Experimental Aircraft Association.

At that time they had no idea that what they had created would become an international association with over 171,000 members and more than a thousand chapters.

In February 1953, Paul and Audrey produced their very first newsletter - The Experimenter - which would later evolve into the EAA monthly magazine, Sport Aviation. Back then they typed it up on an old typewriter and mimeographed copies in their basement.

There is now a replica of that basement in the EAA museum in Oshkosh, WI, that displays much of the original furniture, equipment, maps and other items they used to run the organization almost 60 years ago.

I was lucky enough to attend the Chapter 252 annual banquet a few days ago when they recognized Paul for his significant contribution to aviation. Audrey received the award first, a few years ago!

I am honored to continue the tradition of the chapter newsletter that Paul and Audrey began all those years ago.

### LUMAIR FLYING CLUB

Piper Turbo Saratoga - 150 kt.  
cruise - 6 passenger capability -  
turbocharger performance -  
current charts included - no  
overnight fees - IFR GPS -  
leather club seating - air  
conditioned cabin - attractive  
block hour rates - hangared at  
Galt Airport (10C).

Visit  
[www.lumairflyingclub.com](http://www.lumairflyingclub.com) for  
more information.

Contact Chuck Berkebile, ATP,  
CFII at (815) 814-9582 or  
[cdmd80@ameritech.net](mailto:cdmd80@ameritech.net).

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.



# Minutes of the EAA 932 General Meeting - December

**Submitted by:** Chapter Secretary, Mike Evans

**Meeting Date:** January 14, 2011

**In Attendance:** Beth R., Dean M., Larry S., Dan W., Esther M., Ross G., Mike E., Bill M., Patrick H., Dave S., Walt W., Greg D., John R., Don S., Ron T., Rafael G., George D., Jeff H., Emily M.

## Minutes:

In Bruce's absence, Beth called the meeting to order.

## Agenda items

1. **Approval of this month's agenda.** Motioned, seconded, all voted in favor.
2. **Approval of last month's secretary's report as published in Galt Traffic.** Motioned, seconded, all voted in favor.
3. **Treasurer's report.** We began 2011 with \$221.18 and ended the year with \$1229.93. Further discussion of report, donations, ad revenue, dues, and expenses. Motion to approve, seconded, no objections, passed.

## 4. **President's report.**

Bruce offered his compliments on the meeting minutes. [*thanks! -Mike*]

We must file a report (AG-990) with the Attorney General's office and pay a late fee of \$200 for each year that we have accepted donations without having filed the requisite paperwork. Dean and Bruce are working on the paperwork. We also need to file a Charitable Organization Registration Statement (AG-CO-1).

Bruce is working with EAA to update our chapter bylaws which were last updated in 2001. Current chapter bylaws can be viewed at [http://www.eaa932.org/images/EAA\\_932\\_Chapter\\_Bylaws.pdf](http://www.eaa932.org/images/EAA_932_Chapter_Bylaws.pdf)

Annual chapter insurance must also be renewed. Covers our Young Eagles activities, use of the chapter building, etc. Cost is approximately \$300/year including chapter dues paid to Oshkosh.

## 5. **Committee reports**

**Aviation Club.** Last weekend Dan and Dean had a really good meeting with some of the kids about flying/building RC airplanes. Put out an email looking for old models/radios and got one donation. There are others out there waiting to be picked up. Starting next Saturday (1/21) at 9 AM we will meet every two weeks to build. Once the build is done, we will arrange with Chain-O-Lakes Eagles RC club to fly the completed planes with an instructor. 6-8 kids are currently involved with the build. Need to find a place to build. CAP hangar was offered by Esther. Bill M may have a solution - will check and report back. Dean has talked to manufacturers about discounts. Great Planes may donate building supplies. Walt asked what tools/supplies might be needed. CA glue, epoxy glue, knives, sandpaper and a wood block. Not much required in the way of tools. Paint and covering are the big costs to purchase. Dean has a source for motors. Rafael asked what the age limit was. Generally, kids 12 and up are a good fit. Beth asked if we should advertise to Boy Scouts or Young Eagles. Dean replied that a maximum of 10 kids is ideal, but we are only limited by the number of adults available to supervise and advise. We will wait and see what sort of turnout we get next weekend before advertising to larger groups. Rafael can help with propane supply if we chose to use the CAP hangar for building.

**Young Eagles.** Big thanks to Esther for taking on the YE coordinator role. We need to find a good balance between the number of kids we want to fly and the burnout factor for our pilots. International Learn to Fly day is May 19th and proposed as a YE rally day along with two additional dates (TBD). Larry and others agree that pilots would prefer having longer YE days instead of shorter, but more frequent rallies. Also voiced concerns over repeat visitors - happy to fly them, but we need to prioritize first-timers. We should provide advance notice to families that kids new to YE will be given priority over kids that have flown before.

Don received a Christmas card from Col David Meyer, USAF. Don gave David a ride in his plane 34 years ago. He later joined the Air Force and has been flying F-16s for 24 years.

## 6. **Old business**

EAA 932 logo design. Looking for volunteers. Emily may help out and Larry will ask his designers at work.

Aviation safety seminar. Dan talked to Sam Heiter in South Bend. Tentative date set for March 10th, 10:00 AM. We will need to advertise this event at local airports, as well as EAA and AOPA online calendars and Facebook. Mike volunteered to design a poster. Pastries and coffee will be served. Further planning will be discussed at the February meeting

## 7. **New business**

Dues are due! \$20 for the year. Thanks for your contributions and efforts!

Determination of dates for events in 2012. Safety seminar tentatively set for March. Arnie has a recommendation for a speaker for the February meeting. We hope to make the Vintage Fly-in a big event this year, and it will require support from our chapter members to make it happen. John mentioned that we will need to charge non-pilots for food if we are to make money or break even. Ron suggested contacting the Antique association in Iowa to see if they would like to participate. Other suggestions: Warbird Heritage Foundation, unknown club in southern Wisconsin, Sam Tabor at Tab Air in East Troy. Bruce, John, Mike, Dean and Beth volunteered for the event planning committee. Aviation Club grant money; we must update the list of proposed equipment and spend the money, else we will lose it. Board will approve the updated proposal.

General meeting will be held in the FBO until further notice. We can discuss plans for a new building, but nothing major should be done before a new owner for the airport is found.

11:58 AM - Motion to adjourn, seconded, passed.

# Galt Traffic Classifieds



## PIPER J-5A CUB CRUISER

*GROUND-UP RESTORATION  
COMPLETED NOVEMBER 2007*

A/C manufactured April 1940; S/N 5-20; registration N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical

system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C).

Asking \$58,000. Contact Jeff Hill at (815) 338-3551 or by email at [JeffryHill@sbcglobal.net](mailto:JeffryHill@sbcglobal.net).

## T-HANGAR FOR RENT

T-hangar for rent at Galt Airport. \$300.00 per month. Heat and

electricity possible. Contact Bill Laskey at (815) 459-5084 or [wlaskey@sbcglobal.net](mailto:wlaskey@sbcglobal.net).

## SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

## CLASSIFIED ADVERTISING

One of the benefits of being a member of EAA Chapter 932 is that you may advertise your aviation-related products and services free of charge in a classified ad in this newsletter.

Email your ad content to the editor at [editor@eaa932.org](mailto:editor@eaa932.org).

## Galt Airport/EAA 932 Calendar of Events

- February 4** EAA Chapter 932 Aviation Club, Galt Airport (10C): RC model building at 9:00 a.m.
- February 11** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- February 18** EAA Chapter 932 Aviation Club, Galt Airport (10C): RC model building at 9:00 a.m.
- March 3** EAA Chapter 932 Aviation Club, Galt Airport (10C): RC model building at 9:00 a.m.
- March 10** EAA Chapter 932 WINGS Safety Seminar; Aeronautical Decision Making with FAA Team Program Manager, **Sam Heiter**. Galt Airport (10C), 10:00 a.m.
- March 17** EAA Chapter 932 Aviation Club, Galt Airport (10C): RC model building at 9:00 a.m.
- April 14** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
- May 19** International Learn to Fly Day and Young Eagles Rally, Galt Airport (10C). Details TBD.

See the Chapter 932 web site at <http://www.eaa932.org> for a complete list of events for Galt Airport and EAA Chapter 932.

## Other Aviation Events

- February 16** Northern Illinois IA Renewal & Maintenance Seminar, 7 am - 5 pm. Itasca Holiday Inn, Itasca, IL. Contact Carol Para at (217) 785-4989 for more information.
- February 18** High Altitude Training/Endorsement, TEA, Dupage, IL (DPA), 8:30-4:00 ([info@flytea.com](mailto:info@flytea.com))
- March 1** Annual Illinois Aviation Maintenance Seminar, 7:00 am to 5 pm. Illinois State Fairgrounds, Springfield, IL. Contact Carol Para at (217) 785-4989 for more information.
- March 3** 32nd Annual Light Sport Plane & Ultralight Safety Seminar. Illinois State Fairgrounds, Springfield, IL. Contact Dale Rust at (217) 524-5269 for more information.
- Mar 27-Apr 1** Sun 'n' Fun, International Fly-In and Expo, Lakeland, FL (<http://www.sun-n-fun.org>)



Come taste some of the finest microbrew beers around amid a world-class collection of aircraft at EAA Hops & Props 2012, on **March 3, 2012**, at the EAA AirVenture Museum in Oshkosh, Wisconsin. This annual event brings together specialty beer sampling, live music, and delicious food from Oshkosh area restaurants for one unforgettable evening. You must be at least 21 years of age to attend. Admission price includes museum entrance, a commemorative tasting glass, a professionally prepared tasting guide, and much more. Ticket sales are limited so order tickets online at <http://www.eaa.org/hops&props> or call 800-236-1025. Proceeds support EAA AirVenture Museum programs offered free to the Oshkosh community, such as Christmas in the Air and Wings on Strings.

## Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at [http://www.oshkosh365.org/ok365\\_contentdetail.aspx?id=1258](http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258).

- |                     |                                                       |                        |
|---------------------|-------------------------------------------------------|------------------------|
| 02/01/12, 8:00 p.m. | Deciding When to Overhaul (AMT credit)                | Mike Busch             |
| 02/15/12, 7:00 p.m. | Onex Kit Aircraft                                     | Jeremy Monnett         |
| 02/22/12, 7:00 p.m. | 15 Habits for Good Radio Communication (WINGS credit) | Don Weaver             |
| 02/28/12, 7:00 p.m. | The History and Restoration of the Original RV-1      | Louise Hose and others |
| 03/07/12, 8:00 p.m. | All About Batteries (AMT credit)                      | Mike Busch             |



## EAA Chapter 932 Officers and Contacts

**President:** Bruce Schottland (847) 912-5122 [president@eaa932.org](mailto:president@eaa932.org)

**Vice President:** Beth Rehm (847) 530-8014 [vp@eaa932.org](mailto:vp@eaa932.org)

**Secretary:** Mike Evans (312) 445-8866 [secretary@eaa932.org](mailto:secretary@eaa932.org)

**Treasurer:** Dean Marcott (815) 344-4709 [deanmarcott@yahoo.com](mailto:deanmarcott@yahoo.com)

**Newsletter Editor:** Beth Rehm (847) 530-8014 [editor@eaa932.org](mailto:editor@eaa932.org)

**Webmaster:** Mike Evans (312) 445-8866 [webmaster@eaa932.org](mailto:webmaster@eaa932.org)

**Woodstock North HS EAA Aviation Club Coordinator:** Dan Wallis (815) 451-6102 [aviationclub@eaa932.org](mailto:aviationclub@eaa932.org)

**Young Eagles Coordinator:** Esther Medina (815) 420-5049 [youngeagles@eaa932.org](mailto:youngeagles@eaa932.org)

**Technical Counselor:** Vacant

**Web Site:** <http://www.eaa932.org>

**Facebook:** <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

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## Galt Airport Information



### Galt Field Airport

5112 Greenwood Road  
Greenwood/Wonder Lake  
IL 60097

### Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

### Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: [FBO@galtairport.com](mailto:FBO@galtairport.com)

### Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: [Maintenance@galtairport.com](mailto:Maintenance@galtairport.com)

### Office: Anna Cooper

Phone: (815) 648-2433 Email: [Office@galtairport.com](mailto:Office@galtairport.com)

**Web Site:** <http://www.galtairport.com>

**Facebook:** <http://www.facebook.com/GaltAirport>



**AVGAS**  
**Galt Tenant Price**  
**\$5.21**  
(includes tax)

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